SPORTE/CONTROPONICIDENT NO CHATGE in Class Sanitized - Approved For Refease 102-1045 R000200020 ☐ ITULASSIFIED S (G) Class. CHANGED TO: TS DDA Memo, 4 Apr 77 ENTRAL INTELLIGENCE GROUP Auth: DDA REG. 77/1763 Date: 290378 By: 025 INTELLIGENCE REPORT COUNTRY Tugoslavia DATE: 25X1X6 HIFO SUBJECT Warine and Industrial Information oist. 11 December 1946 25X1A6a PAGES 25X1X6 SUPPLEMENT ORIGIN SOURCE Tugoslav Merchant Marina The present tempage of the Yugoslav murchant marine is estimated to be about 70,000 tons for various wood ships and about 150,000 tons for other ships. A. The Tugoslav Lloyd, with beacquarters in Dubrownik, now has about three or four ships having lost about 80 percent of its 28 or 24 ships during the war. It is being taken over by the Yugoslev Government and will be under the admin isbration of the Dubrovacks Plovidba shipping agency. B. The Dubrovacka Plovidba, which lost only one or two ships is nominally still under private ownership. However, the legal owner, Tomo Glavich, is in prison and the firm is being administered by Inspector Captain Cisck and Director Lowrich, two Government appointers who have complete control. Finances are carefully controlled by the Government. C. The Oceania, Prekomorska Plavidba, and Topic shipping companies are located in Sugake Do The Jadranska Brodogaradilista (Adriatic Shipyard) in Split, Samed by British and French interests, is now administered by a temporary board appointed by the Yugoslav Government. In four to six menths plans for the enlargement of the shippards will be completed; work on the expansion of the yards will then begin. The shipyards, which employ 500 to 600 workers, have been repaired to the pre-war level. There is a new 4,000 bon dock although no new ships are being built now. Engineer Jurica Stipstich had turned down the post of Chief Engineer of the shippard which is now held by Engineer Roje who is considered to be a peor organizer. S. At Tivet there is a military shipperd and arsenal employing about 3,000 workers. It had one large and one floating dock before the war; no information has been received on whether these had been destroyed during the war. F. The Quarnero shipperds at Firme are now under the control of a temporary shippards administration with headquarters in the Palazzo Adria in Fiume. Members of this body are: Engineer Silovick, & Communist Party mamber. Engineer Iveta, described as politically neutral. Engineer Ercegovich, anti-Tito, but ambitious, Inspector Dragustin, neutral. Juras, Chief of Personnel Section. Communist, mechanic by profession. 25X1A8a CLASSIFICATION 5X1A9a US OFFICI CONTROL A DEP FBT SPDF z VIO DADSO FBK SPDS 5 DEP EXEC. SPIDE 25X1A9a Sanitized - Appro-For Rele 182-00457R000200020005-6

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The shipyard employes about 1,200 workers of whom about ten percent are Communists. A Russian engineer is at the shipyard for control purposes, having arrived recently from Leningrad.

G. A plan is being prepared for the reconstruction of shippards at Fiume and the resumption of shipbuilding. The plan is being carried out by Engineer Ercegovich who has at his disposition between two and three billion dinars and about 25,000,000 lire. He would like to use lire for the purchase of cranes, from plates, and manus men tubes. At present the shippards are doing only repair work, including repairs to moles and breakwaters. About 75 percent of the shipyard buildings were destroyed during the war with about 10 to 15 percent having been rebuilt. it is estimated that 40 percent of the machinery was destroyed but every salvagable machine has now been repaired. There is a 4,000 ton ship in the yards which was begun during the Italian regime. Plans for this ship have been modified so often that Yugoslav engineers are unwilling to accept responsibility for completing it; hence, work on this ship has been suspended indefinitely. Construction of ships now will be expensive; engineers believe the cost for each ship will be about three or four times as great as in British shippards. The high cost of materials and unskilled labor are cited as an explanation of the difference in cost. The shipyards are also producing iron bridge construction material, large gasoline tanks, cremes, and other heavy iron equipment.

2. Construction of Yugoslav Patrol Vessels

The Tvornica Uskotracnog Materiala factory in Zagreb received orders from the Cermans in 1944 to build 12 vedettes. Plans for these vessels were drawn up by one of the top Yugoslav navel architects, Engineer Jurica Stipetich, now employed in the Quarmaro shipyards at Fiums. Although material was initially available only one vedette has been even partially completed. The others will probably not be completed since machinery and materials were removed. Specifications for the vedettes are: two 30 horsepower MAN diesel engines, about 14 to 16 tons, one meter draft in order to enable the craft to travel from Belgrade to Susak whom the water was shallow, a crusing speed of 16 knots an hour, I machine gun in front and a small caliber gun in rear. Plans for the construction of the vedettes are at Navy headquarters in Splits.

3. New Electrical Equipment Factory in Zagreb

A new factory for the construction of electrical equipment is being built in
the Kustasija District in Zagreb. The exact location is not designated except
that the factory can be seen from the Zagrebeljubljame railroad line and is
located on the north side of the track. The factory will be a branch of the
Siemens concern which has been taken ever by the Government and is now called
"Rade Koncara". New buildings are almost finished and some machinery has already
extived, principally from Hungary where it was removed from a factory. The
Yugoslavs expect to obtain the remainder of the machinery from Italy and Germany.

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